

THE RECEDING WATERS.

A REVIEW OF THE SITUATION UP TO-DATE.

ESTIMATES OF LOSSES IN AND AROUND RICHMOND AND MANCHESTER—THE GAS SUPPLY—DAMAGE ON THE CANAL—VELOCITY OF THE WATER BETWEEN LYNCHBURG AND RICHMOND—DUTCH-GAP CANAL LIGHT-HOUSE—GONE—THE RAILROADS—THE FLOOD IN THE ROANOKE—LOSS OF THE TWO BRIDGES AT WELDON.

The flood reached its maximum height about 10 or 11 o'clock Sunday night, and then commenced to recede, and so continued throughout yesterday. It rose twenty-five feet above the ordinary level of the stream, and backed up the water into Shockoe creek as far as Clay street, and into Gillie's creek half a mile. Dock, Cary, Main, Franklin, and Marshall streets where Shockoe and Gillie's creeks cross them were impassable even for vehicles. The only dry land communication between Shockoe and Church Hills was Broad street. In making the great fill for the construction of that street, years ago, it was wisely arranged that Shockoe creek (or Bacon's Quarter branch) should pass under it through a high and wide arch. It was ample even for this extraordinary occasion. Broad street was high and dry above the waters, and yesterday and Sunday looked like Broadway, so crowded was it with vehicles and pedestrians.

There were numerous boats employed on Cary, Main, and Franklin streets ferrying people from Fifteenth to Eighteenth streets. Ladies and their beaux used these boats, too, to get a view of the submerged districts, and they were in pretty fair demand at remunerative prices. Gillie's creek was as badly flooded as Shockoe.

No accurate estimate of losses can be made for several days.

The Messrs. Mayo are the heaviest sufferers, by reason of the destruction of several spans of their bridge. But there are hundreds who have lost in amounts from fifty to a thousand dollars, not counting the cost of removals. The guano-mill at Rocketts is half gone. The walls of the old sugar-refinery, an immense structure, were cracking so loudly yesterday that the sound could be heard at a considerable distance. A loss of 500 bags of guano was reported at King's sumac-mill. The city gas-works are injured in common with all the property in that neighborhood. Paddy Grace's butcher-shop had been moved, chimney and all, about 100 feet. The wharves are probably not greatly damaged, but all the sheds not swept away are wrenched, more or less. The lumber-dealers on the dock have had some piles of timber carried off, but by the timely warning given were enabled to save most of their stock.

To every house which the water entered there is of course some damage done. From Fourteenth street to the lower limit of the city—as far north as Dock and sometimes Cary—the water extended. Along the line of Shockoe creek from the river to Clay street, and from Fifteenth to Eighteenth for the lower portion, and from Fifteenth to sixteenth or seventeenth for the upper, there was an inundation that filled nearly all the basements and cellars and many first floors.

For instance, from the St. Charles Hotel on Main street, to a square below the Old Market the water stood at the highest from five to ten feet above the sidewalks, and all goods and wares not moved from the stores suffered. The agricultural works of P. H. Stoughton, H. M. Stoughton, and Watt & Call, and foundries of Talbott & Brother and Edmund & Co., were among the large establishments that suffered from the inroad.

Happily, the losses rarely fall heavily upon any one firm. In the aggregate, they will probably be short of popular estimates.

THE GAS SUPPLY.

The city gas-works were visited by a representative of the Dispatch yesterday. There was then five feet of water in the retort-house, and all the other buildings were more or less inundated.

Sunday morning, when the old Government shed was washed from the wharf, the two-inch supply-pipe from the river to Clay street was cut. The water then ran into the street main. That is what caused the city's supply of gas to be so summarily cut off. There are in the downtown and up-town holders together about 400,000 feet, or two days' supply of gas. The first thing to be done after the accident was to clear the pipes of water, and then the present supplies may be drawn upon.

Superintendent Knowles has all his hands in place, waiting for the moment to arrive when their services can be made to avail.

Within about four hours after the river has gotten down to its banks Mr. Knowles thinks he may be able to turn on the gas again. That was the most definite information he could give, seeing that it is impossible for him, or any one, to tell how long it will take the water to recede.

He advises our people to provide themselves with lamps and candles for three or four nights. Due notice will be given the public when the gas is to be turned on.

THE WATER SUPPLY.

The water in the two reservoirs, it is expected, will last until Thursday.

If human enterprise can aid, the pumps, or some of them, may be at work by that time.

How much depends upon the speed with which the flood recedes, and, after that, upon the condition in which the pump-machinery is found.

Even if it is unharmed some days will be required to clean the mud from it and to put it in working order.

The thing to water in the canal, owing to the breaks in it a mile above Hollywood, the steam-pump cannot be employed.

The necessity for economy in the use of city water was never more urgent than now. Major Poe and Superintendent Davis might put their heads together and agree upon some plan to prevent such waste.

THE JAMES RIVER AND KANAWHA CANAL.

The damage to the canal is unquestionably considerable. But the officers believe that it is by no means as great as in 1870. For the reason—first, that the flood this time came on more gradually, not in such torrents as before; and second, that in the repairs made in 1870-71 the danger from freshets was considered, and arrangements as far as possible made to prevent a recurrence of the evils then suffered.

Secretary Munford gave a representative of the Dispatch last evening the following information about the canal.

First branch, two and a half miles from Gallego Mills, fifty feet in width, and about fifteen feet deep from surface of tow-path. The western end of the waste-weir was washed away. The repair of this masonry will be done after the low-dam is put in and navigation restored on this level.

Work will be commenced to-day to restore this break, and to allow water to come down to the mills. It is expected that water will be let on the first level by the first of next week.

Westham Furnace—say six miles from Richmond. There is another at the Nine-Mile locks. At Lynchburg the damage is less than in freshet of 1870.

In consequence of the arrangements made by the officers of the company after the freshet of 1870 in enlarging the water-way at the dams on the Second division of the canal there is less danger than formerly to be apprehended from the excess of water during the highest freshet that could occur.

W. T. Allen, the keeper of the Nine-Mile locks, had moved all of his family and furniture out in safety, and remembering that some of his chickens were in the house went back to get them, and his boat capsized and he was drowned.

It required \$375,000 to repair the damages of 1870.

The Tredgar Company and Gallego Mills Company, who are interested in having a supply of water to drive their machinery, have offered the James River and Kanawha Company all the assistance in their power to repair this first level.

It is hoped that the Governor will furnish some convicts to aid in the work of making the fill.

SOMETHING MORE ABOUT THE CANAL.

Mr. Williams, superintendent of the western end of the canal, yesterday telegraphed to Colonel W. F. Munford, secretary of the James River and Kanawha Company, informing him that the damage to the canal occasioned by the late freshet was not near so serious on his section as that caused by the flood of 1870.

Colonel M. G. Harman, of the Packet Company, also received the following telegram on the same subject:

"LYNCHBURG, November 26.

"To M. G. Harman:

"Captain Wilkinson just arrived: Damage from Bacon Falls very great. Boat Percy safe, but on dry ground between the towing-path and mountains. Have sent mail."

In regard to the mails it may be stated that Colonel Harman, the contractor, yesterday sent out the mail from this city for Lynchburg and intermediate points on the canal, and the mail was also started from Lynchburg in this direction.

VELOCITY OF WATER FROM LYNCHBURG.

For future reference we publish the following table, comparing the velocity of water between Lynchburg and Richmond. The question is repeatedly asked, "How long does it take the water to come from Lynchburg here?" and this information will answer the question:

Saturday, 24th November, 8 P. M. to 11 P. M.

Sunday, 25th November, 4 P. M. to 6 P. M.

Crown of freshet opposite Belle Isle at Richmond.

So that the interval was about twenty hours.

The above observations do not correspond with those below Haxall's mill, because of the influence of the tide on the water there.

DEPARTURE OF DUTCH-GAP-CANAL LIGHT-HOUSE.

Mr. H. D. Whitcomb, Engineer of the James River Improvement, made another trip down the river yesterday to look after the city machines, and was as far as Dutch Gap. He gives a very graphic and interesting account of the appearance of things in that vicinity, and says when he approached the Gap the water was rushing through it at a fearful rate. As he was to go to the light-house, he was obliged to go to the light-house, and the water was rushing through it at a fearful rate. As he was to go to the light-house, he was obliged to go to the light-house, and the water was rushing through it at a fearful rate.

NARROW ESCAPE FROM DEATH.

An aged couple living near Mr. King's sumac-mill, who had been in the water for some time, were rescued by a boatman who found them in the water. They were rescued by a boatman who found them in the water.

The scene in Rocketts yesterday evening was a most extraordinary one. The water was so high that it was impossible to see the tops of the buildings. The water was so high that it was impossible to see the tops of the buildings.

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removing the timber, drift-wood, debris, &c., that floated down the river and was washed against the walls of the mill. This gang of men took out no less than six small out-houses, and on Sunday night made a bonfire of them, so as to light the men on watch. The head-gates were also damaged by the water, which swept over them with immense force. When the water reached its maximum in 1870 the head-gates were not submerged, but on Sunday, when it was high and in danger of being washed away, the head-gates, and as it rose higher and higher, ran into the lower floor of the mill. The cost to the Haxall-Crenshaw Company to repair damages will be several thousand dollars.

THE FLOOD AND THE FIRE DEPARTMENT.

Numerous applications have been made to the Fire Department of the city to use the steam fire-engines in pumping out cellars, warehouses, &c., that have been flooded, as well as to wash out the floors of stores that are now covered with the thick mud deposited by the freshet. These applications will of necessity have to be denied for the present, at least, for the reason that the pumps at the water-works are not now at work, and it will not do, in the opinion of the Department, to open the plugs and take from them the quantity of water that will be required for the cleaning of the floors. Indeed, if the plugs were opened upon arriving at the Rivanna river the water, and the water in the pipes be speedily exhausted. At a meeting of the Committee on the Fire Department held yesterday at noon the subject was considered, and the chairman and Chief Engineer of the Department were authorized to act as in their judgment will be best for the interest of the city.

THE RAILROADS.

Many inquiries have been made at our office as to the running of the various Richmond railroads, and just at present the information may be furnished in a very few words.

THE CHESAPEAKE AND OHIO.

There is a very large force of hands at work upon the bridge over the Rivanna, and it will be repaired and ready for the passage of trains late to-night. Yesterday the mail train left Staunton upon its usual route, but there was no train further west.

UPON ARRIVING AT THE RIVANNA RIVER THE VIRGINIA MIDLAND AND CHESAPEAKE AND OHIO TRAINS WERE TRANSFERRED EAST AND WEST, THE PASSENGERS WALKING ACROSS THE TEMPORARY FOOT-BRIDGES. THE TRAIN COMING EAST DID NOT REACH RICHMOND UNTIL ABOUT 11 O'CLOCK LAST NIGHT.

IT IS PROBABLE THAT THE EXPRESS TRAIN WILL GO OUT AT 8:45 P. M. TO-NIGHT. TO-MORROW NIGHT THE TRAINS WILL BE ABLE TO CROSS THE NEW TRESTLE OVER THE RIVANNA BOTTOM.

THERE IS STILL SOME TROUBLE ON THE MIDDLE DIVISION, BUT THE EXACT EXTENT HAS NOT BEEN ASCERTAINED. THE WEST DIVISION IS O. K.

OTHER ROADS.

The Fredericksburg road was not harmed by the freshet.

No trains are yet running on the Danville road.

The Richmond and Petersburg road was not injured, and trains are running as usual, except that Superintendent Shaw has taken off the train leaving Petersburg at 7:50 A. M. and the train leaving Richmond at 10 A. M.

The York River road to West Point is all right.

THE CHESAPEAKE AND OHIO WHARVES.

It will be a gratifying piece of information to the friends of the Chesapeake and Ohio railroad to know that their James River wharves are not seriously damaged.

The main sheds, the machinery, and the coal-wharves are apparently unharmed. Some of the outer buildings have gone—this writer cannot undertake to say where. But the loss which they occasion is of a trifling character.

Yesterday afternoon a large force of hands was engaged in moving out the coal-cars near the wharves and getting ready for their freight business.

The telegraph-office at the wharves was removed to a cabin on the hill above the river.

THE DEMAND FOR NEWS.

The first intelligence of the expected rise in James river was posted on the Dispatch bulletin-board early Saturday morning. It proved of immense service to the people.

A gentleman stated last night that he had occupied a large warehouse on the dock, had by this means (working Saturday and Sunday night) been able to save eight thousand dollars' worth of perishable goods at a cost of only one hundred dollars.

It is hard to tell the value of the freight (cotton, flour, &c.) removed from the wharves on the dock and at Rocketts, and tobacco which was transported from Mayo's and Planters warehouses to places of safety.

Had it not been for the telegraph—had the flood come down upon us without other warning than its own approach—half a million of dollars, speaking very moderately, would not have covered the loss of property here, and the destruction of life would have been great.

The people showed great anxiety to know the state of the accessible points above the city, and when they could not get full satisfaction from bulletin-boards or newspapers, whether it was day or night, called in person at the newspaper-offices for information.

Our edition circulated on Sunday was supplemented by an extra of yesterday morning, and another yesterday afternoon—all of which contained the fullest news we could give, working under many disadvantages, up to the hour of going to press.

News from all other points was also received, and the damages to the canal and to the railroads throughout the State eagerly discussed with interest, inasmuch as the trade of this city is bound to be affected.

AT MIDNIGHT.

At 12 o'clock last night, judging from the marks in the neighborhood of the St. Charles Hotel, the water was about five feet, and was steadily going down.

MANCHESTER AND VICINITY.

Yesterday matters were more quiet in Manchester. The morning broke clear and bright, notwithstanding the heavy rain that fell about 4 o'clock A. M. The mills and factories on the water-line, the railroad shops, and the Belle Isle wharves, were suspended, and the streets were crowded to an unusual extent, and most of those who had nothing else to do wandered their way to the foot of Hull street, the condition of the manufacturing establishments being of prime importance to a majority of our people.

ON THE WATER-LINE.

Affairs on the water-line remain as reported in our extra of yesterday except at the Manchester cedar-works. About 2 o'clock yesterday morning the additions to these works recently erected were carried away. The noise created by this unfortunate occurrence was so great that it was heard for miles around.

There was much speculation as to the cause of it, and the truth was not known until after daybreak yesterday. In addition to the destruction of this building, every other building of the cedar-works company is more or less injured, and the chances are that they will be irreparably destroyed.

This company furnishes employment to a large number of operatives, and in their continued misfortunes have the sympathy of our entire community.

At the Manchester paper and twine-works the principal damage was caused to the stock undergoing process of manufacture. This mill is a means of an income to the people of the prosperity of the city, and the news that the loss sustained by the company is not heavy will be gladly received.

Messrs. Godsey & Shell, coopers, engaged in business on the line of the Danville road in front of the Belle Isle wharves, had \$800 in material besides the damage done to their shops. These gentlemen were burned out in 1875, and lost heavily at that time.

most disastrous destruction of crops, fences, barns, stables, &c., on the flourishing farms that line James river. The principal sufferers reported were Messrs. F. Harrison, Thomas Nelson, F. G. Ruffin, S. Bassett, French, H. C. and W. L. Watkins, Major A. H. Drewry, P. C. Temple, and James B. Jones.

Most of the above parties had failed to gather in their corn, and almost their entire crop may be considered a total loss.

AT BELLE ISLAND.

The damage to the crops of the Old Dominion on Belle Island was considerable, and operations will be resumed by the latter part of the week.

The loss to private property, however, was greater. Mrs. Otis was compelled to move her family to the cooper-shop of James Godsey; Mr. B. Franklin and family sought refuge in the charny used by the Methodist mission; the house of Mrs. Thomas was badly injured; Mr. James Conway lost his stable, and there was an almost total destruction of fences and out-buildings.

THE LATE ANDREW OVERBY.

The untimely fate of Mr. Andrew Overby was one of the engaging topics of conversation yesterday. The same wicked rumors of his safety prevailed on Sunday were yesterday circulated, but the faith in them was very little.

Augustine Royall, worshipful master of Manchester Lodge, No. 13, P. M., and his wife, Mrs. Royall, were among the first to start a thorough search for the remains, and to leave no means untaken to secure their recovery.

In addition to being true Masons, Messrs. Craig and Morgan are warm friends of the missing man. They have the additional advantage of being experienced watermen, and if aught can be accomplished they are the men for the work.

SCENES AND INCIDENTS AND GENERAL OBSERVATIONS.

Dr. John H. Winfree captured in the Hammocks a dry-land turtle weighing about twenty-one and a half pounds. The turtle was found on the shore by the high water just above the Free bridge.

Some hundreds of muskrats, opossums, and coons felt an easy prey to scouring parties who perambulated the flooded districts above the Danville bridge Sunday evening and Monday morning.

The Manchester cotton-mills had a quantity of cotton stored in the vacant lot at the southeast corner of Hull and Fifth streets. This was wet but not badly damaged by the rain of yesterday.

Considerable sympathy was expressed for a pig lost on Mayo's Island, and which traversed all of Mayo's bridge that was left in the vain hope of escape. Sunday night John Merritt (late toll-gatherer), his owner, visited him and supplied him with refreshments. The falling of the waters insures his safety, as Mr. Merritt expects to move back to the island to-day.

Councilman Whitehead loses about \$500 in fencing, cabbage, turnips, &c., at his place, bounded by Third, Fourth, Decatur, and Stockton streets.

A visit to the kindly tendered by Messrs. Lottum and Walker to every establishment from Baird's foundry to the sumac-mills enables our reporter to state that matters all along the canal remain unchanged from what was yesterday reported.

As fast as the water fell yesterday parties in the lower part of the city were engaged in sweeping and cleaning out their premises. The belief was very general that if there was no further rise everybody would be at home by to-morrow.

CAPTAIN LONGEST AND PARTY SAFE.

The following dispatch, received yesterday by the authorities of the Richmond and Danville railroad, relieved the fears of our citizens.

"November 26, 1877—2 P. M.

"Hugh Longest just arrived here and gone on to Burkeville. Staunton bridge and trestle-work have been swept away. He and party came from Roanoke bridge down to Carrington mills in boats along the track, which was submerged with water."

The following dispatch was received about 3 o'clock P. M.:

"KEYSVILLE, November 26, 1877.

"To —: Longest is all right. Left Keysville at 1:45 this P. M., going east, on special engine."

AT THE DANVILLE STOPS.

Everything was very quiet at the Danville shops and in the yards yesterday. Major Vaughan, with a competent force, was engaged in cleaning out the Hammocks and keeping the wrecks of trees, houses, &c., from the upper country from being dashed against the bridge.

The wards were very quiet, and the many people, but the excitement was not so great as on Sunday.

THE FLOOD IN THE ROANOKE RIVER.

Our Petersburg correspondent, in his letter last night, referring to the freshet in the Roanoke river, says:

The flood in the Roanoke river is almost unprecedented. The water was still rising this morning, and the damage has been considerable. The most serious of which falls upon the railroads centering at Weldon whose bridges span the river.

THE VIRGINIA RAILROAD BRIDGE SWEEP AWAY.

This morning at half-past 4 o'clock the magnificent iron bridge of the Petersburg Railroad Company above the town of Weldon was swept away by the immense pressure of water and the washing of the embankments and fell into the roaring flood. The embankment of the road was washed for a long distance, and the track of the road is covered for fully one mile this side of the river.

This bridge is a comparatively new structure, and was a very substantial and handsome one. Its erection was commenced in 1872, under the administration of Hon. Charles F. Collier, and it was finished under the subsequent administration of Mr. Collier.

The cost of the bridge was about \$100,000, including the building of the abutments. During Mr. Collier's administration the subject of building or rebuilding a bridge for the road across the Roanoke was fully discussed by the directors. Two points for crossing the river were suggested.

The first of the old bridge which was washed away by a flood many years ago. The latter was selected and the new iron structure was erected on the site of the old bridge, some two or three miles down the stream. For years previous to the loss of this bridge the Petersburg Railroad Company had been in the habit of contracting with the Seaboard and Roanoke Railroad Company, was allowed the privilege of the use of the latter's bridge on the payment of annual royalty of \$10,000.

This contract expired about the time the new bridge was in place, and the cost of the new bridge at Garysburg, N. C., was obtained as a concession with it. The cost of the new track, with its embankment and bridge, was upwards of \$250,000. Of the loss and inconvenience to the company by the destruction of the bridge and sweeping away of the embankments and track it is at present impossible to calculate the extent.

Captain Pegram, receiver, Major Sally, superintendent, and other officers of the road, went out to the scene of the disaster yesterday morning on the regular train. The passengers were informed of the state of things before the train left, and all of them stopped at the scene.

THE SEABOARD BRIDGE PARTLY GONE.

It was first reported that the Petersburg bridge had been carried away by the Seaboard bridge; but this, we learn, was an error. The Seaboard bridge remained intact until about 7 o'clock, when two of its spans gave way and fell into the flood. This bridge was one of the finest railroads in the South, and the longest and highest in the river, so that it was a great loss.

There was a craning of necks as David Davis, of Illinois, slowly lifted his elephantine form and proceeded in a quiet way to give the reasons which induced him to vote with the Democrats. An expression of satisfaction ran through the great throng

ginia and North Carolina, and by the washing away of the Petersburg bridge the great northern and southern mail and passenger line is cut.

The loss by the flood will probably reach \$250,000 or \$300,000.

TELEGRAPHIC LINES DOWN.

The wires of the Western Union Telegraph Company are down in various directions, and communication is very seriously interrupted with many important points.

The lines are down between Weldon and Fryingwood, and between Norfolk and Norfolk. The lines between Petersburg and Norfolk are also down. Communication is also cut between Lynchburg and Petersburg, between Burkeville and Danville, between Lynchburg and Bristol, and also between other points of importance.

The first telegram received at the office of the Petersburg Railroad Company in this city this morning from Weldon, notifying them of the loss by the flood, came via Cincinnati and Washington.

THE FRESHET IN THE APPOMATTOX.

The flood in the Appomattox is quite high, but by no means equal to the great one of 1868, which inflicted so much damage. The water is over a portion of the wharves, and spreads out into a wide sheet over the meadows and low-lands on the Chesterfield side; but as yet no injury has been inflicted, and no serious damage is anticipated. The bridges are all safe, and the river has been rising but slowly this afternoon, and it is believed the flood has about attained its height. Precautions were taken to remove such property on the wharf as might be damaged by a flood. The water has entered the first floors of several of the buildings.

The passenger and freight trains on the Atlantic, Mississippi and Ohio railroad run west as far as Concord station for the accommodation of the local travel and traffic.

FROM STAUNTON.

TRANSFERRING PASSENGERS OVER THE BRIDGE AT RIVANNA—THE BRIDGE OVER THE POTOMAC—WRECK OF THE CHESAPEAKE AND OHIO ROAD WILL BE OPEN.

[Special telegram to the Dispatch.]

STAUNTON, Va., November 26.—Passengers from Richmond Sunday evening remained over in Gordonville till 4 P. M. to-day, when the accommodation train took them to Rivanna, where all were transferred over on hand-cars to the Chesapeake and Ohio train, the work of an hour, taking supper at Charlottesville, arriving at 9:40 P. M.

The cars on the middle division of the Chesapeake and Ohio road will hardly get through west before to-morrow afternoon. Communication between Charlottesville and Lynchburg is open by rail.

General Wickham spent the day at Rivanna river, where the main trouble is. He has his headquarters there now, and thinks he can, with the assistance of four hundred hands, pass trains over the road on time to-morrow night.

No through trains from Washington. The bridge over the Potomac was washed away last night.

The damages to public and private property on all routes is very serious. The recent freshet has played sad havoc to millions' worth.

THE RIVERS.

[Associated Press Reports exclusively to the Dispatch.]

WASHINGTON, November 26.—The observer at Great Falls reports: 3 P. M. The river has fallen one inch and a quarter since last report. 3 P. M.—The river has fallen one inch since last report.

Aqueduct Office, Georgetown, November 26—2 P. M.—The river still continues to fall at the rate of one inch per hour. 3 P. M.—The river in the hour fell two inches. It is now twenty-one inches lower than at 1 o'clock this morning.

The signal-service observer at Harper's Ferry reports at 8 P. M. as follows: Both rivers have fallen ten feet. No more danger anticipated.

[From our third edition of yesterday.]

The Latest from Lynchburg.

THE RIVER DOWN TO WITHIN THREE OR FOUR FEET OF ORDINARY LEVEL—NO MORE RAIN—DAMAGE TO CANAL ABOVE LYNCHBURG NOT AS SERIOUS AS AT FIRST REPRESENTED.

[Special telegram to the Dispatch.]

LYNCHBURG, November 26—12:07 P. M.—The river is down to within three or four feet of its ordinary level. Contrary to general expectation no rain fell here last night. The sky is, however, still cloudy and threatening.

Telegraph wires still down east, west, and south.

No details as yet regarding the Atlantic, Mississippi and Ohio railroad between Bon-sack's and Christiansburg, or the Virginia Midland road south, on the canal, in either direction.

The damage to the canal just above here is not as serious as at first reported.

TELEGRAPHIC NEWS.

DISCUSSION IN THE SENATE ON THE BUTLER CASE.

Passage at Arms between Ransom and Hoar.

REPORT OF THE COMMITTEE ON PRIVILEGES AND ELECTIONS IN FAVOR OF SEATING KELLOGG—TWO NEGROES SENTENCED TO BE HUNG IN WILMINGTON, DEL., FOR AN OUTRAGEOUS ASSAULT—GENERAL HARRIS TO BE PRESSED FOR ASSISTANT SECRETARY OF THE TREASURY—THE EASTERN WAR NEWS—SENTE-ENCE OF THE SOUTH CAROLINA FRAUDS, &c., &c.

WASHINGTON.

EXCITEMENT IN THE SENATE OVER THE BUTLER CASE—A LAUGH AT THE EXPENSE OF SENATOR DAVIS—SCREECHES OF PATTERSON AND OTHERS.

[From Our Regular Correspondent.]

WASHINGTON, November 26.—The Senate chamber has been a dramatic place to-day. Old habits say that so exciting a day has not been witnessed there since the war. The public notification that a strong effort would be made to seat Senator-elect Butler to-day packed the galleries at an early hour, and when the Senate was called to order there was hardly standing-room either in the galleries or on the floor. The crowd had come prepared for an exciting day, and they were not disappointed. For five hours they were treated to the death-struggles of a great party striving desperately to retain yet a little longer its supremacy in the Senate. The opening shot was fired by Wadleigh, chairman of the Senate Committee on Privileges and Elections. Early in the morning hour he announced that his committee were ready to report on the Kellogg-Spofford case, and for the majority presented a resolution reciting that Kellogg was entitled to his seat and Spofford was not. A dozen objections were offered on the instant, and it went over under the rules until to-morrow. Then Merrimon, for the minority, submitted a report in favor of Spofford, and this was ordered to be printed with the majority report.

THE REAL FIGHT.

Midnight.—Since 8 o'clock there has been no change in the situation. Two hours were exhausted by McMillen, who favored the reading of Corbin's brief. Then Wadleigh started a speech, in which he injected testimony taken by Christianity's committee in relation to the Hamburg massacre. The clerk is still reading it, and there is enough left to occupy hours. The only variation in the monotony has been an occa-

sional motion to adjourn, which is regularly voted down by three majorities.

AT THIS HOUR.

THE